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Hongkong, 1st March, 1905. [a1366]

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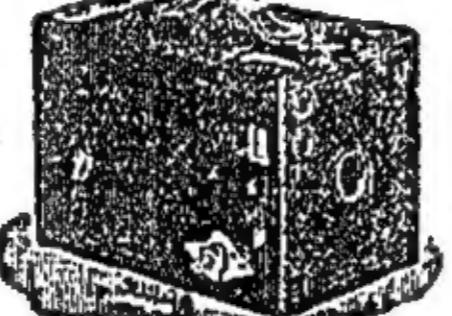
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Hongkong, 10th June 1905. [a1061]

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Hongkong, 31st October, 1902. [a48]

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BIRTHS.

On 12th April, at Shanghai, the wife of W. GUILD, of a daughter.  
On 13th April, at Shanghai, the wife of J. D. WITT JANSEN, of a daughter.

On 14th April, at Shanghai, the wife of H. R. THOMAS, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DESVOUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, APRIL 24TH, 1905.

THERE is a forensic fiction that the Law cannot err. The theory is one of judicial infallibility, maintained, like an analogous theory, for a useful purpose; but, if hearkened to by the man in the street, received and taken with the proverbial grain of salt. Without such examples as the BZCK case to justify our assertion, we are entitled to support it syllogistically. For major premiss, *humanum est errare*; for minor, "all magistrates are human"; therefore, it is the nature of a magistrate to err, occasionally. This preamble relieves us of the risk of over much presumption in expressing our opinion, which is also human, that the element of error was perceptible in the local convictions of sailor-men who refused to undertake war risks. We would offer no sweeping condemnation of the law, or of the interpretation of the law, or of the consequent sentences which have put upon British sailors the gaol-bird stigma. From the shipping point of view it must have been very serious and very annoying when crews have interrupted a potentially profitable voyage by refusing to continue further than Hongkong; and some impatience, on the part both of captain and magistrate, was natural and excusable when the attitude of the defaulting seamen was characterised by the stupidity exemplified in such cases as that of the sailor who boasted: "I am a Britisher, and never change my mind."

But the point seems to be whether the best procedure was adopted in halting these men into a court of criminal sessions. The law of the sea is not the law of the land. There are reasons for the differences. Yet, obviously, there was something wrong somewhere in putting men whose worst offence was a breach of contract into the position of criminals. Long before the arrival of the Baltic Fleet caused others to reconsider the magisterial dictum that there was no real risk, we felt and expressed sympathy for the men thus being punished. We never felt inclined to agree that the magistrates were right in describing their scruples as altogether vexatious and frivolous. Expressions from the Bench itself gave us occasion to question the esoteric justice of the treatment meted out to the mutineers. It was said by one Justice of the Peace that in the presence of reasonable grounds for believing that risk attached to a voyage to the North, he would be the last man in the world to insist that they should proceed. We asked ourselves what would be reasonable grounds. There were then no Baltic Armada in the vicinity. The mined areas were in many of the cases not to be crossed or approached. What then, had these men to fear? Were they cowards, starting at shadows, trembling at the mere possibility of danger? The ordinary idea of the sea they were accustomed to risk without a thought. The idea occurred to us that these men were "sea lawyers." They learned that extra freight was being earned by their ship, and asked themselves why. The answer that naturally suggested itself to them was that extra freight was paid because there was reasonable ground for apprehending risk to the ship. Any risk to the ship must be shared by themselves. The ship was insured: they were not. The sea-lawyer, particularly the British variety, has a keen sense of equity, and a stubborn idea of fighting for what he considers to be justice, for what is "fair." Extra risk, extra freight, extra pay for the sea-lawyer must obviously have been the train of thought. That no reference was made to any demand for extra inducements does not vitiate the theory. They may well have expected to be offered inducements to continue. In some cases, that was the course pursued. In others, now under discussion, the men were treated, not to bribes, but to threats. The letter of the bond was cited. They were sent to gaol. This seemed to us wrong, but where the law applies, and men are under the law, there is little use in kicking against the pricks. Fresh cases followed; the magistrates still insisted that there was no danger. Even the nearness of the Baltic Fleet did not alter the legal view that the risk was imaginary. In other quarters, however, we find that the latest cases have drawn official attention to the possibility of "reasonable grounds"; and some men are released. But how can the presence of a Russian squadron so far south endanger ships bound for the north? It seems to us that if the grounds for apprehension are reasonable now, they have been reasonable all along, since the first batch of men was incarcerated. For them, there was no intervention. There was admittedly in earlier cases cargo declared by Russia to be contraband; but we are told the men were justly punished because there was no risk that Russia being able to enforce its own proclamation. Truly, Russian prestige must still be high if its Fleet on the Annam coast is to be considered as directly threatening similar cargoes running hence to Japan. It was just as likely to catch them when it was at Madagascar; but no matter, it is being talked of here, and therefore the men have now reasonable ground for their fears. If they have, their predecessors had; and if the recent offenders go free, something seems owing to those who preceded them to gaol.

The French Mail of the 21st March was delivered in London on the 20th inst.

Mr. G. H. Arden, editor of the *Foocow Echo*, has gone home on a year's leave.

Fukien province is being more extensively planted with the mulberry.

Chinese troops, says the *Foocow Echo*, are to be uniformly armed with a new pattern small bore rifle.

H. E. the Governor has appointed provisionally, or until further notice, Mr. E. C. L. Lewis to be a director of the Widows and Orphans' Pension Fund, vice Mr. C. McL. Messer, on leave.

A Foocow telegram to the *Shenpa* states that a numerously signed protest to the Waiyupan has been sent by the gentry of that city opposing the granting to a French syndicate—now pushing its claims at Odessa, left Shanghai on the 15th inst., having on board several doctors and nurses and 900 old convalescent soldiers.

## TELEGRAMS.

## ["DAILY PRESS" SERVICE.]

## FRENCH POLITICS.

LONDON, 23rd April.

M. Delcassé has withdrawn his resignation, on condition that his Morocco programme be accepted.

LORD KITCHENER THREATENS TO RESIGN.

LONDON, April 20.

It is reported that Lord Kitchener has intimated his intention to resign the Indian command—unless the power of the Military Member of the Council is restricted.

## [REUTER'S SERVICE.]

## THE UNITED STATES AND JAPAN.

LONDON, 20th April.

Mr. Taft, the United States Secretary for War, on his return from the Philippines, will visit Tokyo as a guest of Japan. The party will include Miss Roosevelt and several Senators and Congressmen.

## RESIGNATION OF M. DELCASSE.

LONDON, 22d April.

M. Delcassé has resigned; his position was shaken at the debate in the Chamber on Wednesday; his adversaries contending that the Kaiser would never have intervened in Morocco had M. Delcassé considered German susceptibilities.

## ZEMSTVOS PROHIBITED.

LONDON, 22d April.

The Congress of the Members of the Zemstvos, fixed for 7th May in St. Petersburg, has been prohibited.

## CRETE.

LONDON, 22d April.

The Cretan Chamber has unanimously proclaimed union with Greece, simultaneously expressing confidence in the Prince; the Deputies then swore allegiance to King George.

## THE WAR.

## ["DAILY PRESS" SERVICE.]

## THE THIRD BALTIC FLEET.

LONDON, April 20.

It is reported at St. Petersburg that the Third Russian Squadron is now in the neighbourhood of Sunda Straits.

## A JAPANESE PROTEST.

LONDON, April 20.

The Japanese Ambassador in Paris has lodged a protest with the French Government regarding the facilities granted by the French Authorities to Admiral Rodjestvensky's fleet at Kamranh Bay.

## [REUTER'S SERVICE.]

## GERMAN STEAMER STOPPED AT MAURITIUS.

LONDON, 21st April.

The German steamer *Julieta* at Mauritius has been prevented from finishing coaling when it was ascertained that she was carrying stores to Kamranh Bay. The *Daily Mail* states that the English portion of her crew complain that they have been deceived and refuse to continue the voyage, preferring imprisonment.

## FRENCH NEUTRALITY.

LONDON, 21st April.

The Japanese Minister in Paris has called the attention of M. Delcassé to the presence of Russian ships at Kamranh Bay; it is maintained on behalf of France that she has taken precisely the same measures as she took when Japanese cruisers lately visited Kamranh; moreover it is affirmed that the Baltic fleet has quitted territorial waters.

## LATER.

M. Rouvier, in the Chamber, has emphatically reaffirmed that formal, precise and repeated orders have been sent to French officials in Indo-China to maintain the absolute neutrality of those waters. The St. Petersburg Admiralty has represented to Admiral Rodzhestvensky that his remaining in the proximity of the coast of Annam is a grave danger to peace; and they believe that he will obey the formal instructions sent to him.

There is a general consensus of opinion in London that Admiral Rodzhestvensky has gained a great advantage by coaling and repromising at Kamranh. Naval circles in St. Petersburg are becoming sanguine of success.

## BALTIC FLEET NEWS.

On the 18th instant the *as. Choefu*, while on a voyage from Bangkok to Hongkong, passed a number of Russian warships anchored at Kamranh Bay.The Norwegian *as. Gaze* arrived from Bangkok yesterday with a cargo of rice. Off Cap. Padaran, at 7 p.m. on the 19th instant, in Latitude 11.15 North, Longitude 109.20 East, she passed four cruisers, conveying three transports sailing in a south-westerly direction towards Saigon. She could not distinguish what nationality they belonged to, but having regard to the transports took them to be a part of the Baltic Fleet. All of the ships were showing lights except one transport in the rear.

## THE Y.M.C.A.

The Y.M.C.A. is getting up a tennis club. Preparations are being made for bi-weekly and later tri-weekly bathing excursions which should commence about the 1st May.

A billiard tournament commences to-morrow.

## THE VOLUNTEERS.

Corps Armoured Sergeant J. T. Hawks has been granted six months' leave from the Colony.

Messrs. E. S. Abraham and J. Joseph have joined the Volunteers, and the names of Gunners F. Hawkes and S. G. H. Ames have been struck off the strength.

The following board of officers will assemble at Head Quarters to-morrow to investigate the cause of non-efficient members of the Corps being absent from the G. O. C. inspection—Capt. D. Macdonald (President), Capt. W. Armstrong, Capt. T. Skinner and Lieut. W. A. Croke.

Trooper G. H. Potts, H.K.V.T., has been promoted to Sergeant, and Trooper J. Johnson to Corporal.

## MR. JUSTICE DE SAUSMAREZ WELCOMED.

Mr. Haviland Walker de Sausmarez took his seat as Judge of H.M.'s Supreme Court for China and Corea for the first time on April 14th.

The Acting Crown Advocate, Mr. W. A. C. Platt, happened to be appearing in the case, and took the opportunity to welcome his Lordship in the following terms—"My Lord, May I, on behalf of the Bar, wish you a very cordial welcome to this Court on your taking your seat for the first time; and I trust you will find your position on the bench of this court in Shanghai a very satisfactory one. We can assure you that you can always count upon the hearty co-operation of the Bar and on their loyalty to their chief.

His Lordship said—Gentlemen of the Bar, I thank you for your words of welcome on my taking my seat for the first time on this Bench. I must thank you for what you have said and assure you that in coming here I am fulfilling one of the ambitions of my life, having reached the highest position that the Foreign Office can give me. I have served in other Consular Courts of His Majesty, and I may say that one of the reasons why I particularly looked forward to Shanghai is that I always understood that the Bar would be a very great assistance to me, and would enable me to fulfil the duties of the high office that I hold here with satisfaction to myself as well as I hope, to the public. I do not think, gentlemen, I need say any more. Thank you.—*N. C. Daily News*.

## THE BURMO-CHINESE FRONTIER.

The Mission of English and Chinese officials, which has recently started for the Burmo-Chinese frontier, has for its object, it is said, the examination of the conditions on the frontier, without contemplating any delimitation. Through well-informed sources yesterday, however, our representative learned that delimitation is almost certain to follow the work of the Mission, though not necessarily immediately. Under the Treaty signed by Lord Rosebery on March 1st, 1894, the boundary was delimited as far north as latitude 24 degrees 35 minutes. It is with the remaining portion the Commission will have to deal.

The Indian Government has lately been making special efforts to encourage the trade along the caravan route from Bhamo on the Upper Irawaddy to Teng-yueh (Momein) in the Chinese province of Yunnan. Fifty years ago the trade between Upper Burma and Yunnan was valued at half a million sterling, but it fell to very small dimensions during the reign of the last of the Kings of Burma. Of late it has begun to revive, especially since a road was made, on the recommendation of Mr. Lytton, British Consular Agent at Teng-yueh, through the Tai-ping-gorges. Mr. Lytton has also advocated the making of a light line of railway from Bhamo to Teng-yueh, and it is possible that the Indian Government may adopt the scheme.

If the Chinese would repair the road from Teng-yueh to Tai-ping, the efforts of the French to divert the bulk of the Yunnan and Sze-chuen trade to their ports in Indo-China would have a fair chance of success. Teng-yueh, it may be added, is now a place of small importance in itself, but it is a receiving centre for goods to and from the northern and central districts of Yunnan and the south-western part of Sze-chuen.—*Standard*.

## MONEY WAITING FOR JAPAN.

The City editor of the *Globe* wrote last month—"Germany is evidently angling for the next Japanese External loan, and the German Asiatic Bank would clearly like to undertake the issue. All this may be fairly concluded from a recent article in the *Boozier Courier*. Our contemporary endeavours to veil any anxiety which may exist, and to make it appear that the bank does not really care very much whether it gets the business or not, in the following passage—"The present vague proposals cannot fail to create some trouble until Japan, which is not engaged in negotiating a domestic loan, decides to issue a fresh foreign loan. The German Asiatic Bank will then have to inquire into the condition of Japanese finance, with a view to ascertaining whether they are sound enough to warrant the recommendation of Japanese State Bonds as an advisable investment for the German public." It is very kind and conscientious of the German Asiatic Bank to give itself so much trouble over the question of Japanese solvency; but it is not very likely that it will be moved to make any issue at all, having regard to the fact that several additional millions of British money are available for Japan as soon as she signifies that she requires them.

## FOOTBALL.

## WEST KENTS V. CIVILIANS.

AN UNSEENLY INTERRUPTION.  
It would be safe to call the match, between the combined Civilian Teams and the West Kents, played at Happy Valley on Saturday, a draw, although had the game been concluded, honours would probably have gone to the Shield winners, who were two nil in the second half. They (the Kents) turned out in full force, but the civilians struggled down to the ground one after another. At the roll call they were short of several players, and substitutes had to be procured to make up a team. During the first half play hove round the civilians goal, which was the scene of a protracted siege. The damage, however, was not as serious as it might have been, only Burrows and Redmond being successful in passing the goal-keeper, although many fast shots were tried.

The West Kents were having much their own way at the beginning of the second half when an un-eenly disturbance drew onlookers away from the ropes and the footballers from the field of contest. A European and a Portuguese had quarrelled and come to blows. Police Sergeant Blackman succeeded in separating the fighters, and they were going off quietly enough until another Portuguese interfered. It is alleged that, under the influence of liquor, he had "disgusted fair nature with ill-favoured rage"; and been trying all the afternoon to fasten a quarrel on someone. When the men were separated by the policeman, he tried to urge his companion on to the fray again. Sergeant Blackman several times told him quietly to go away, but he persisted, and finally (it is alleged) assaulted the sergeant. He was immediately secured by the Sergeant and two plain clothes Sergeants who had appeared on the scene, and there were loud oaths from the soldiers of "Frog march him," "Frog march him!" He will be charged at the Police Court to-morrow (Tuesday) with being drunk and disorderly and assaulting the Police.

After this, there was no more football. The score was sounded, with the scores standing West Kents, 2; Civilians, 0.

## MISGUIDED WOMEN.

A REAL YELLOW PERIL.  
Three white women and their half-caste children, who were assisted by Custom House officers to escape from their Chinese homes up the West River, arrived here on Saturday by the *as. Shantou*. Two of them are Australians, and the third is from Chili. Two of the women and their children were taken in by the Italian Convent. In their Chinese homes they were beaten and generally treated badly by the respective first wives, who made them work in the fields and do other servile work. They were kept in close custody; one of the Australian women having thus suffered for six years.A *Daily Press* representative yesterday interviewed the Reverend Mother of the Italian Convent. She said it was not an unusual thing for refugees of this description to come from the interior. They generally belonged to the unfortunate class of women, because it was seldom that one found them married. In Australia the Chinaman deceived these low-class women with promises he never intended to fulfil. When she arrived in the interior she found herself one of several "wives" a position most repugnant to any right-thinking white woman. The inevitable consequences follow. As the Rev. Mother expressed it—"Indeed, these poor women receive their punishment in this world."

The Reverend Mother said she intended to apply to the Benevolent Society to send the women back to their respective homes. She did not know how the Commonwealth Government would regard the children, but it seemed to be the duty of the community to do something.

Most women helped in this way showed but little gratitude, but the Reverend Mother cited one exception. Some years ago a Mauritius woman thus sought

## HONGKONG PRODUCE AND THE IMPERIAL INSTITUTE.

Correspondence concerning the re-organisation and enlargement of the Hongkong Court at the Imperial Institute is published in the *Hongkong Government Gazette*. His Excellency the Governor has placed a collection of articles of Hongkong and South China production and manufacture in the hands of the Registrar General. Mr. Tutebe has twice visited the Imperial Institute and has carefully inspected the Hongkong and other Courts at the Imperial Institute which he was shown by the Superintendent, Mr. W. G. Freeman, who gave him much information respecting the details of arrangement, etc. The desirability of somewhat extending the area of the present space allotted to the Hongkong Court, which should be at least doubled in order to include the additional exhibits and to show these better than is possible in the present cramped space, is suggested. The Colony contributes a total annual sum of £66,175. 0d. to the general expenses of the Imperial Institute and the upkeep of the Court, and it is suggested that the contribution be correspondingly increased.

The work of the Imperial Institute is to display and illustrate the natural resources and industries of the Colonies and India, to promote by scientific and technical investigation the commercial utilisation of the raw materials of the Empire, and to supply full information concerning the Colonies and Dependencies and their resources. In 1903 the Imperial Institute was transferred by Act of Parliament to the control of the Board of Trade. It is put forward that the Hongkong Court affords an opportunity of bringing to the notice of commercial men, and others, a representative collection, not only of the products and manufactures of the Colony itself, but also of the products of China. This idea is already attained to a certain extent, as the attached catalogue of exhibits indicates. Much, however, remains to be done. To this end the accompanying notes on the present condition and requirements of the Court are intended as suggestions, which, if carried out, would render the Court more representative of the products and resources of Hongkong and of its great importance as an entre-pot of Chinese trade.

His Excellency the Governor thinks that the question of extending the area of the space allotted to the Hongkong Court and of correspondingly increasing the contribution from this Government had best be considered when the new collection is received in London.

## HONGKONG'S REVENUE.

The account of the Colony's revenue and expenditure from the 1st to 31st January, 1905, showing the increase or decrease under the various heads for the same period of last year is published in the *Hongkong Government Gazette*. The revenue was \$608,635.84 as against \$492,437.34 for the same period of last year, and the expenditure \$566,568.38 as against \$475,548.03.

The assets and liabilities on the 31st January, 1905, were as follows:—

ASSETS.	
Bank balance	... \$64,490.94
Crown agents' balance	28,675.55
Do. advances	92,580.64
Advances, &c.	113,925.68
Subsidiary Coins	550,000.00
Subsidiary House Service	1,484.83
Total, ...	\$1,422,158.64
LIABILITIES.	
Deposits not drawn	... \$604,620.88
Crown agents' drafts	2,06,000.00
Money order remittances	10,857.08
Officers' remittances	... 354.32
Total Liabilities	\$24,832.28
Balance	... 597,326.36
Total, ...	\$1,422,158.64

The financial returns for the year 1904 show total payments \$9,071,422.21, leaving a net balance on the 31st December of \$314,257.69.

## MORE CHINESE LABOUR WANTED.

The United States Consul at Victoria, B.C., says an attempt is about to be made to introduce Chinese labour into some of the mines of the province. "It has been found impossible," writes the Consul, "to successfully work hydraulic mines in many portions of British Columbia at the prices paid for white labour, and in consequence an effort is to be made again next season to introduce Chinese labour in the hydraulic mines at Athabasca, in the northern section of this province. A few years ago a number of Japanese were taken into the district for this purpose, but in consequence of the determined opposition of the local miners' unions the mine owners were compelled to abandon their intention in the matter. Since the conditions have considerably changed, there being far fewer white miners in the district than formerly, while it has been clearly shown that it is not possible to profitably operate many of the Athabasca hydraulic properties without largely reducing the cost of labour. Under these circumstances it is probable that there will be less opposition to the contemplated employment of Chinese labour, particularly as it is proposed to increase the wages of white miners now in the district, who will be employed as foremen or overseers. In other cases the labour problem is being solved in a different manner by the adoption of a method of placer mining by means of dredging, a practice which has given excellent results in California."

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 23rd at 11.55 a.m. The barometer has risen in Japan and fallen on the E. coast of China.

The high pressure area is moving Eastwards and is now lying over the Yellow Sea.

Gradients are decreasing on the China coast but continue rather steep over the N. part of the China Sea.

Moderate E. winds may be expected in the Formosa Channel, and strong E. winds over the N. part of the China Sea.

Forecast.—Fresh E. winds; cloudy misty.

## HAMBURG.

[FROM OUR CORRESPONDENT.]

21st March.

## BANKERS' REPORTS.

The annual report of the Deutsche Bank and the Deutsche Commodity Gesellschaft, the two most important financial institutions in Berlin, have appeared almost on the same day. The introductory remarks closely resemble each other. Trade is stated to have been steadily improving during the period under review and, although the Russo-Japanese war arrested the movement for a short time, it subsequently, on the conviction gaining ground that it would be confined to the Far East, had a stimulating effect by creating a tremendous demand for war material and all sorts of other goods.

The "Concentration movement" in the financial and industrial world is reported to have made further progress; amalgamations and associations of banks and manufacturing establishments have been numerous, particularly in the iron and chemical trades, producing most favourable results. This tendency to join forces is viewed with satisfaction, as it enables a greater number of people to participate in the profits of an expanding trade, the object not being to place the control of the business in a few hands as in some other countries.

The commercial treaties do not meet with the approval of either of the two banks; on account of increase in the import duties; regret is also expressed that the draft of the new "Borsengesetz," although removing some of the worst features of the old one, should still contain provisions detrimental to the free development of the banking business of the empire.

Both establishments report favourably as to the results obtained by the head offices and the numerous branch establishments, which include those of an older date as well as those recently set up, and smaller concerns taken over in the course of the year.

The following figures will give an insight into the working of the two banks and the magnitude of their affairs:

## DEUTSCHE BANK, BERLIN.

	1904.	1903.
Share capital	... M. 100 millions	M. 16 millions
Reserve accounts	76,613,000	59,000,000
Turnover	... 60,897 millions	59,690 millions
Net profit	... 4,324,000	—
Dividend	... 12 per cent.	11 per cent.
No. of branches	120,718	117,631
No. of employees	3,174	2,912

These figures include those of the numerous branch offices at home and abroad, the results of which have been very satisfactory.

## DISCONTINUING GESSELLSCHAFT BERLIN.

	1904.	1903.
Share capital	... M. 170 millions	M. 157 millions
Reserve accounts	57,533,000	50,229,000
Turnover	... 29,122 millions	21,573 millions
Net profits	... 17,466,000	—
Dividend	... 8 per cent.	8 per cent.
No. of branches	334	123
No. of employees	15,500	11,139
United States	47,310	72,704

These figures include those of the numerous branch offices at home and abroad, the results of which have been very satisfactory.

## THE TRANSVAAL'S INDUSTRIAL PRODUCTS.

During the year ended June 30 last, the Transvaal, according to an official report, produced miscellaneous products to the value of a little over £300,000, representing a great advance since the previous year, when the output was valued at £173,817. The Government Mining Engineer gives the following details of the output:—

## 1904.

	1904.	1903.
Machined-made bricks	£114,638 £39,741	—
Cement	... 8,726 7,961	—
Lime (blue)	24,355 9,984	—
Lime (white)	16,608 41,129	—
Shale	56,486 12,727	—

The value of hand-made bricks is probably more than equal to that of the machine-made bricks. Since the close of the year 1903-1904 experiments have been made as to the suitability of local clay for pottery purposes, and there is said to be every reason to suppose that this industry will assume considerable proportions.

## THE EAST-ASIATIC SOCIETY.

The annual dinner of the East Asiatic Society was held at the Hamburger Hof in this city on Saturday last the 18th inst.; among the members present was Prince Heinrich, who seldom fails to attend. The usual toasts were proposed and duly honoured after which the Prince and his suite withdrew, the other guests remaining considerably longer.

## THE RECENT STRIKES.

Although the several commissions appointed by the Prussian government to inquire into the alleged grievances of the miners in the Ruhr district have revealed no real cause of complaint against the masters, the new bill to be held before the Chambers makes important concessions to the men. It provides that under certain conditions mining concessions shall lapse and the property be forfeited to the crown while work is suspended beyond a certain time.

That the shifts shall for the present be limited to 8½ hours from pit mouth to pit mouth for adults where the temperature does not exceed 2 deg. centigrades and to 6½ hours where the heat is greater; a further reduction to take place at the end of another three years. That the "annulling" of trucks shall be illegal.

That men's committees shall be elected by ballot, as mentioned in my last, &c., &c.

No wonder the strike is no longer considered by the men to have ended in a defeat, but it is by them extolled as a triumph! The masters on the other hand express great dissatisfaction with the proposed measure. A meeting of the respective committees of the "Association for the promotion of industrial interests in Rhinealand and Westphalia" and of the "North-western division of the Iron and Steel works," was held at Dusseldorf last week, when the bill was discussed and unanimously condemned. A resolution was passed to the following effect:

That whereas the government inquiry into the administration of the mines in Rhinealand and Westphalia had disclosed no serious evils, and similar investigations in other parts of the country would no doubt have the same results, the adoption of measures calculated to increase the cost of the production of coal could not but seriously affect the entire industry of Germany and must therefore be deprecated.

The high pressure area is moving Eastwards and is now lying over the Yellow Sea.

Gradients are decreasing on the China coast but continue rather steep over the N. part of the China Sea.

Moderate E. winds may be expected in the Formosa Channel, and strong E. winds over the N. part of the China Sea.

Forecast.—Fresh E. winds; cloudy misty.

had not rendered the formation of such bodies for the protection of the men's interest necessary, for the struggle had been forced upon them and their refusal to treat with the self-constituted strike committee was fully justified by the fact of its not being a representative one at all; and that but for the interference of government an earlier termination of the strike might have been arrived at; that the question of the forfeiture of mining rights was left to a general meeting to decide and that in the meantime a petition was addressed to the chamber against the passing of the bill.

The united Chambers of Commerce of the Lower Rhine have come to the same decision and are about to lodge a protest with the authorities against the measure.

## ODE TO THE CANTON-HANKOW RAILWAY.

The following lines are printed because of their subject rather than of their merit. They appeared in the Manila *Sunday Sun*, prefaced by the following comment:—

Boulay and Runyon's far-well to the other employees, when they were "fired" from the Company for opposing the "Chink" officials. The Company's working work recalls the above. Apalit, Pampanga, April 5th. Farewell, farew-w, Oh! Canton-Hankow Railway. The Engineer will all leave you at last. For we are going back to God's fair country. Where all our trials and troubles will be past; Back amid the roses and the lilacs. Back where a chap can get a decent meal: Far away from the blind-eyed Mongolian. Far from the land where the people lie and steal. No more we'll have to wade the muddy paddies. No more we'll work beneath your burning sun. We are tired of building Oriental Railroads. For it looks as if we'll never be done; And when at last we're back in our native country. We'll sit beneath a spreading chestnut tree. And wonder if you're still among the living. And wonder will the Railroad ever be.

## EUROPEAN BOOKS IN JAPAN.

The *Elair* reproduces the following statistics resulting from an inquiry recently made by the French Minister to Japan, M. Bardeau, as to the importation of foreign books into that country during the last three years. The figures are given in yen:—

	1901.	1902.	1903.
Belgium	2,643	1,330	2,945
China	14,313	15,705	11,496
France	12,523	15,625	15,191
Germany	96,394	94,217	93,999
Great Britain	87,608	163,181	315,518
Russia	—	334	1,139
United States	47,310	72,704	55,856

These figures include those of the numerous branch offices at home and abroad, the results of which have been very satisfactory.

## THE TRANSAVIA'S INDUSTRIAL PRODUCTS.

AC City Correspondent of the *Standard* writes:—

As regards the financing of the war in the Far East, it would seem that interest for the moment is shifting from the borrowing operations of Russia to those of Japan. With the arrival of M. Kurokiya Takeuchi, who so skilfully conducted the negotiations for the last two Japanese loans as to occasion the minimum of disturbance to the London money market—while his services to Japan were considered sufficiently important to demand special recognition at the hands of the Mikado—it is not improbable that we shall hear something along the lines of "Japan has been loaned to us to assist in the war in the Far East."

For the moment rumours are freely circulated to the effect that Japan is likely to obtain a considerable amount in Berlin; and if the report be correct, the fact is a distinctly interesting one bearing in mind the pronounced sympathy in that country on behalf of Russia. There seems, at any rate, to be this amount of truth in the report, viz., that a powerful financial syndicate has been formed to take up the loan subject to the approval of "official" quarters in Berlin. This approval seemed some few weeks ago likely to be withheld; but, from the tenor of Count Buelow's recent speech, it is assumed that these objections have been withdrawn; and although we are disinclined to credit the reports that the whole of the next Japanese loan will go to Berlin, it is, of course, quite possible that just as Japan has been inclined to seek

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.D.C., 5th Ed.

Libby's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

M. R. A. S. and Mrs. GOMES, Jr., desire to thank their many Friends for their Cards of Condolence during their recent bereavement.

4, Woodlands Terrace, Hongkong, 24th April, 1905.

1058  
TO LET AT MACAO.

SMALL THREE-ROOMED HOUSE, at the Western end of the Praya Grande. For Particulars, apply to—

R. S., Care of Daily Press Office, Hongkong, 24th April, 1905.

1059

COTTAM & CO.

## HIGH-CLASS OUTFITTERS.

## JUST ARRIVED:

## NEW LINE SUMMER GOODS.

SUMMER COLOURED TUNIC SHIRTS, WHITE GAUZE SHIRTS, PYJAMA SUITS, BOSTON GARTERS, BADEN POWELL COLLARS, BROWN LOOTS.

The Latest Fashions in High-class NECKWEAR.

EVERY SEASONABLE NOVELTY.

HONGKONG HOTEL BUILDING, Hongkong, 24th April, 1905.

1060  
POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship "HAICHING," Captain Hodgson, will be despatched for the above port TO-DAY, the 24th inst., at 11 A.M. for Freight or Passage, apply to—

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 24th April, 1905.

1058

IMPERIAL GERMAN MAIL LINE, NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

THE Imperial German Mail Steamship "ROON."

Captain G. Meiners, due here with the outward German mail about TUESDAY, at 6 p.m., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to—

MICHAELS & CO., Agents.

Hongkong, 24th April, 1905.

1058

FROM ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE Steamship "LANGBANK."

Captain Rout, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they can not be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rate.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st April, 1905.

1057

WANTED.

BOARD and LODGING with Private Family—Apply, stating terms.

BOX 536, Care of Daily Press Office, Hongkong, 20th April, 1905.

1036

WANTED.

TWO Gentlemen require BOARD and RESIDENCE in Private Family.

Apply to—

P. S., Care of Daily Press Office, Hongkong, 27th March, 1905.

1817

BOARD AND ROOM WANTED.

IN Family, for Young Gentlemen arriving about end April.

Apply to—

BOX 530, Care of Daily Press Office, Hongkong, 12th April, 1905.

967

WANTED.

AN EXPERT TYPEWRITER, Good Salary to a Quick Worker.

JOHNSON, STOKES & MASTER.

Hongkong, 1st April, 1905.

874

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS, EXPORTERS AND CONTRACTORS.

Sole Agents of

QUAN TAI & CO., Lime Manufacturers.

All descriptions of

GRANITE AND MARBLE MONUMENTS.

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th January, 1905.

1010

## INTIMATIONS

## BANK HOLIDAY.

IN Accordance with the provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-DAY (EASTER MONDAY), the 24th inst.

Hongkong, 18th April, 1905.

1015

FIRE INSURANCE ASSOCIATION OF HONGKONG.

## EASTER HOLIDAY.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-DAY (EASTER MONDAY), the 24th instant.

By Order,

A. R. LOWE,

Secretary.

Hongkong, 18th April, 1905.

1031

HONGKONG JOCKEY CLUB.

## NOTICE.

THE HALF-YEARLY GENERAL MEETING of Members will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3.30 P.M.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 14th April, 1905.

1092

ROYAL HONGKONG GOLF CLUB.

## NOTICE.

THE QUARTERLY MEETING of the Royal Hongkong Golf Club will be held this week-end for the MacEwan and Martin Cups, from the 31st to the 24th inst.

C. E. H. BEAVIS,

Hon. Secretary.

Hongkong, 21st April, 1905.

1046

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LTD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping both for Deck and Boilers.

Call Flag W.

J. W. KEW,

Manager.

Hongkong, 13th June, 1905.

1042

AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to Sell by Public Auction,

on

WEDNESDAY,

the 26th April, 1905, at NOON, at SAN YICK COAL GOWNS, Mong-kok-tsui,

About 1,200 TONS

K. A. LIPING COAL,

(half Lump and half Small).

A Steam Launch will leave Blako Pier at 11.30 A.M. to convey intending purchasers.

TERMS.—An annual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 20th April, 1905.

1040

PUBLIC AUCTION.

M. GEO. P. LAMMERT has received

instructions to Sell by Public Auction

on

WEDNESDAY,

the 28th day of April, 1905, at 3 P.M., at his

SALES ROOMS,

The following VALUABLE LEASEHOLD PROPERTY situate at Victoria in the Colony of Hongkong, viz.—

All that Piece or Parcel of Ground situate at Victoria aforesaid registered in the Land Office as INLAND LOT No. 1,665. Area 689 square feet. Term 75 years. Annual Crown Rent \$100 together with the Messuage thereon known as No. 8, Po Hing Fong.

For further particulars and conditions of sale, apply to—

JOHNSON, STOKES & MASTER,

Solicitors for the Mortgagors,

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 13th April, 1905.

998

PUBLIC AUCTION.

A DIVIDEND at the Rate of Twenty-Five per cent. upon contributions for the year 1904 has been declared.

Warrants will be issued on the 3rd May.

By Order of the Board of Directors.

W. S. JACKSON,

Secretary.

Hongkong, 14th April, 1905.

990

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per cent. upon contributions for the year 1904 has been declared.

Warrants will be issued on the 3rd May.

By Order of the Board of Directors.

C. MONTAGUE EDE,

Acting Secretary.

Hongkong, 14th April, 1905.

990

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty-Five per cent. upon the Paid-up Capital of the above Association, has been declared Payable in Taicang at Exchange 73 at the Chartered Bank of Indi, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 1st April, 1905.

By Order of the Board of Directors.

W. S. JACKSON,

Secretary.

Hongkong, 12th April, 1904.

**GREGOR & CO.**  
WINE AND SPIRIT MERCHANTS.  
HONGKONG.

HOCKS.	Per Case Quarts \$14.40
LAUDENHEIMER	15.00
GRAACHER	16.00
NIERSTEINER	21.00
HICHHIMER	24.00
LIEBFRAUMILCH	19.80
SPARKLING HOCK	27.00

N.B.—All our Wines and Spirits are Bottled at Home, thereby assuring to our Customers all the advantages accruing from bottlings done at home under the direct supervision of the Growers and Distillers, as compared to bottlings done in China by Chinamen at the service of European Houses.

43-11

## NOTICE.

THE HONGKONG LICENSED PILOTS' ASSOCIATION have This Day REMOVED their OFFICE to FIRST FLOOR of Nos. 15, 16 and 17, CONNAUGHT ROAD CENTRAL.  
Hongkong, 5th April, 1905. 1931

## NOTICE.

A MEETING of HIS MAJESTY'S JUSTICES OF THE PEACE will be held at the Magistracy, at 2.15 P.M. on MONDAY, the 1st May, 1905, for the purpose of considering the following application, viz.—

An application for the transfer from ANNETTA PAPER to one ABRAM ZUGERMANN of a Publican's Licence to sell and retail intoxicating liquors on premises situate at No. 26, Pottenger Street, in the City of Victoria, and called or known as "The Colonial Hotel."

F. A. HAZELAND,  
Police Magistrate.

Hongkong, 18th April, 1905. 1018

## THE REAL THING AT LAST.

FUSSELL'S PURE RICH THICK CREAM, which, by the bye, is always known by the "Golden Butterly" on the tin, keeps excellently anywhere and everywhere. When opened, it is as fresh and sweet as though it had just been skimmed from the Freshest Dairy Milk.

Nothing but praise has been received from those who have had it.

NO PRESERVATIVE OF ANY KIND IS USED. THIS IS ABSOLUTELY GUARANTEED.

Fuller particulars, prices, booklets and samples on application.

Soe Agent.—

H. RUTTONJEE,  
No. 5, D'Aguilar Street, Hongkong, and

37, Elgin Road, Kowloon,  
Hongkong, 20th April, 1905. 1033

WHY SHOULD BUSY MEN USE THE "ROYAL BAR-LOCK"?

IT is not because it makes writing easy—though that would be sufficient reason.

It is not because it writes in sight—though that is important.

It is not because it is the most durable—though that is its strongest point.

It is not because it is unapproached for Carbon and Stencil manifolding—though that describes its capabilities.

It is not because its daily output is 25 percent, in excess of any other typewriter—though that is perfectly true.

It is not for any one or two of the foregoing reasons.

BUT BECAUSE IT HAS ALL THESE ADVANTAGES COMBINED.

J. C. nos REMEDIOS & CO., Agents.

Hongkong, 10th April, 1905. 1042

## THE AMERICAN SYSTEM OF DENTISTRY

DE M. H. CHAUN.

37, DES VEX ROAD CENTRAL, HONGKONG  
From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. 16

DAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX CANVAS RELIANCE CROWN TARPAULIN ARNOLD, KARBERG & CO. Sole Agent.

BOARD AND RESIDENCE

"TANG YUEN" BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply—MANAGERESS, Maudslay Road

FAIRALL & CO., Queen's Road, Hongkong, 2nd March, 1903. 151

PENSION FRANCAISE AND RESTAURANT.

49, POTTERING STREET, TENUE PAR MME. L. GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK.

Terms: \$3.50 per day.

Reduced Terms for an Extended Stay.

Hongkong, 13th January, 1905. 1008

BOARD AND RESIDENCE.

M. S. GILLANDERS

"GLENWOOD," CAINE ROAD.

Hongkong, 19th March, 1904. 1761

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill, Hongkong, 1st January, 1899.

## FOR FEMININE READERS.

The shop windows in Regent-street and Bond-street have been flower-gardens for the past month, and bright sunshine brought out a charming array of new spring hats and frocks, reports a London paper arriving yesterday.

Great changes have taken place in the world of fashion. The fashionable waist is at least a couple of inches smaller than it was, and the now high-waisted belts further reduce its apparent size.

If the waist is small, the shoulders are large, and big puffed sleeves finishing at the elbows are worn. Round the hips the new pleated skirt fits like a glove, but at the foot the pleats flow out and suggest a crinoline.

Perched on her hair, which should show a Greek plait, either in a coronet or coiled round the head, the lady of fashion wears, tilted forward, the tiniest of hats—a miniature straw plateau, preferably of pale tobacco brown, with underneath, an enormous bandane of flowers.

Dresden roses in a variety of strange shades, pale mauve, pastel blue, bright green, and cowlings, pink, blue, and green, are among some of the curious flower novelties.

Flowers are mixed together regardless of colour. Crimson and lemon roses, with blue forget-me-nots and bunches of heliotrope are a favourite flower combination.

Ostrich feather scarves will take the place of last year's pelican stole, and for theatrical and later on for garden parties, the new chiffon muff will be much in evidence.

Coloured umbrellas are carried with tailor-made dresses. Leather applied sunshades of strong silk in its natural colour are intended for motoring, and the summer sunshade will consist of billowed chiffon encrusted with lace.

THE DIRECTOR OF KEW GARDENS ON CEYLON RUBBER.

Most remarkable success has attended rubber cultivation in Ceylon and, at the general meeting of the Ceylon Agricultural Board the other day, H. E. the Governor read the following important extracts from a letter which he had received from Sir W. Thistleton-Dyer, the Director of Kew:— "I believe you have a good thing in rubber. Kew introduced it into Ceylon in 1876 at the expense of the Indian Government. I hear you have already 12,000 acres planted up with it, which is not a bad beginning. Ceylon Para rubber has fetched 6s. Id. a pound, which is the highest price rubber has ever fetched, at any rate in modern times. I hear from private sources that Manchester will take any quantity, as, on account of its extreme purity, it lends itself at once to manufacturing purposes without previous preparation. The demand for rubber is growing, and is practically inexhaustible, and Brazil is showing signs of not being able to keep pace with the demand. I hope to start this cultivation on the Gold Coast, and I sent our man there to Ceylon, to see what was being done. He has written a useful book as a result, and I enclose an advertisement of it. I agree with you that there is no such thing as a rubber export, from the planters point of view. Very little is known of rubber itself in the commercial state. The study of the latex in varying conditions of soil and climate has certainly not been worked out anywhere. If it is done it will be in Ceylon, and Dr. Wills and his staff are the people to do it. You must remember that rubber has been merely practically a *terra naturae*, and the manufacturer has simply used it as he found it."—*Commercial Intelligence*.

THE DIRECTOR OF KEW GARDENS ON CEYLON RUBBER.

TERMS OF ACCEPT RISKS AGAINST FIRE AT CURRENT RATES.

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THE DIRECTOR OF KEW GARDENS ON CEYLON RUBBER.

TERMS OF ACCEPT RISKS AGAINST FIRE AT CURRENT RATES.

THE DIRECTOR OF

## SHIPPING.

ARRIVALS.  
AUCHENARDEN, British str., 265', Crowder, 23rd April.—Kuching 17th April, Coal.  
—Mitsui Bussan Kaisha.  
CHOWTA, German str., 1,650, F. Spiesen, 22nd April.—Bangkok 16th April, Rice.—BUTTERFIELD & SWINE.  
CATA, German str., 625, H. Dahl, 23rd April.—Bangkok 16th April, Rice and Rice flour.—Chinese.  
GERMANY, Norwegian str., 1,713, Petersen, 21st April.—Haiphong and Hanoi 20th April, General—Jelsoe & Co.  
GLENFALLOCH, British str., 1,414, R. Pentney, 23rd April.—Singapore 17th April, General, Chinese.  
HAIKONG, British str., 1,200, A. E. Hodgson, 21st April.—Fuchow, Amoy and Swatow, 20th April, General, Douglas Laprade & Co.  
HAIKONG, French str., 377, L. Anderson, 22nd April.—Pakhoi and Hoihoi 21st April, General—A. R. Mart.  
HINDUSTAN, British str., 1,388, P. A. Appelton, 22nd April.—Mauli 19th April, General.—DODWELL & CO.  
HUMBER, British steamship, 22nd April, from Miss Bay.  
JACOB DIEDRICHSEN, German str., 623, B. Ohlsen, 22nd April.—Pakhoi and Hoihoi 21st April, General—Jelsoe & Co.  
KWANGTUNG, Chinese str., 1,474, R. Liedel, 21st April.—Shanghai 17th April, General, C. M. S. N. Co.  
LANGHORN, British str., 2,365, J. W. Ront, 21st April.—Antwerp via Penang and Singapore, 14th April, General, Hamburg-Amerika Line.  
LOONSHIHN, German str., 1,500, Kalkofen, 23rd April.—Chinkiang and Wuhan 19th April, Rice and Beans.  
MACHEW, German str., 930, Harje, 21st April.—Bangkok via Swatow, 13th April, Rice and Timber, Butterfield & Swine.  
MARIE VALERIE, Australian str., 2,683, P. Herberovich, 23rd April.—Trieste 28th April, General.  
MONGOLIA, American str., 8,750, W. P. S. Porter, 23rd April.—San Francisco 18th March, General, F. M. S. Co.  
NURIA, German str., 3,494, G. Haber, 22nd April.—Moj 17th and Swatow 21st April, General—HAMBURG-AMERIKA LINE.  
NUMANTIA, German str., 2,805, H. Broemer, 23rd April.—Moj 18th April, Flour.—P. & A. S. S. Co.  
PETCHABURI, German str., 1,373, G. Hilmann, 22nd April.—Bangkok 16th April, General.—Butterfield & Swine.  
RAJPUT, British str., 3,615, G. Craik, 21st April.—Moj 15th April, Coal, Jardine, Matheson & Co.  
SILURA, Norwegian str., 2,007, L. Christiansen, 22nd April, with April, Coal, Mitsui Bussan Kaisha.  
SIMILA, British str., 3,905, F. L. Summers, 21st April.—Shanghai 18th April, General, P. & O. S. N. Co.  
SUNGKANG, British str., 487, Penfathers, 21st April.—Cebu 13th and Deli 17th April, Sugar, Home, Butterfield & Swine.  
TAMING, British str., 1,350, A. W. Outerbridge, 21st April.—Manila 18th April, General—Butterfield & Swine.  
TELENA, British str., 3,124, N. A. Starkey, 21st April.—Singapore 15th April, Petrol, Jem, Arnhold, Karberg & Co.  
WAHING, British str., 1,170, Courtney, 22nd April.—Wuhu 14th and Chinkiang 17th April, General—Jardine, Matheson & Co.  
WATERWICH, British steamship, 22nd April from a cruise.

## DEPARTURES.

21st April.  
ALCINUS, British str., for Liverpool.  
ANNAN, French str., for Shanghai.  
DARWENT, British str., for Saigon.  
HAITAN, British str., for Swatow.  
LOONGSANG, British str., for Manila.  
SHANTUNG, British str., for Saigon.  
THEMIS, Norwegian str., for Kobe.  
TIPARAS, Dutch str., for Singapore.  
22nd April.  
EUMUS, Norwegian str., for Saigon.  
FBI, Norwegian str., for Haiphong.  
LAZERER, British str., for Saigon.  
LENNON, British str., for Calao.  
PAKLAH, German str., for Hoihoi.  
PHRANANG, German str., for Amoy.  
POUYEN, French str., for Hoihoi.  
RUMI, British str., for Manila.  
SIMILA, British str., for Europe.  
TAIYUAN, British str., for Manila.  
23rd April.  
PROVIDENCE, Norwegian str., for Bangkok.  
PUNDUA, British str., for Amoy.  
SHONAL, German str., for Haiphong.  
WOSANG, British str., for Swatow.

## SHIPPING REPORTS.

The American str. *Mongolia* reports: Strong N.E. winds, rain and haze.  
The German str. *Numantia* reports: N.E. winds and cloudy weather all the way.  
The British str. *Auchenarden* reports: Moderate breeze from N.E. and hazy weather with moderate sea.  
The British str. *Glenfalloch* reports: Light to moderate southerly winds to within 200 miles of port; from thence strong N.E. wind and high sea, overcast and showery.

## VESSELS IN DOCK.

22nd April.  
ABERDEEN DOCKS.—Kowloon Docks—Erna, Ithaka, Kongham, Falshaw, R. Bjornson.  
COSMOPOLITAN DOCK.—Singers.

## VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.  
NOTICE.

STEAM FOR KUDAT AND SANDAKAN.  
Taking cargo at through rates to TAWAO, LAHADDATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.  
THE Company's Steamship

"BORNEO."

Captain E. Muths, will be ready to load for the above ports on the 24th inst.  
For Freight or Passage, apply to  
NO. 1 DODWELL & CO.,  
Agents.

Hongkong, 19th April, 1905. [1033]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILING FROM HONGKONG.  
1905. About

"SAGAMI" ... ... ... 20th May.

"HINDUSTAN" ... ... ... 6th June.

"ERROL" ... ... ... Further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 12th April, 1905. [283]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

SECTIONS.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	G. F. Lockston, R.N.R.	P. & O. S. N. Co.	About 26th inst.
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On 5th May, at Noon.
AMSTERDAM, LONDON & ANTWERP	BENALDER	Brit. str.	1 m.	GIBB, LIVINGSTON & CO.	15th May.	To-morrow, at Noon.
AMSTERDAM, LONDON & ANTWERP	KAISER	Brit. str.	1 m.	BUTTERFIELD & SWINE	9th May.	On 23rd May.
AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str.	1 m.	BUTTERFIELD & SWINE	6th June.	On 20th June.
AMSTERDAM, LONDON & ANTWERP	DAEDANUS	Brit. str.	1 m.	BUTTERFIELD & SWINE	2nd May.	On 26th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str.	1 m.	BUTTERFIELD & SWINE	27th inst.	On 30th inst.
MARSEILLES, &c. VIA PORTS OF CALL	ARHANDE BEHIC	French str.	—	MELCHERS & CO.	2nd May.	On 2nd May.
BREMEN, VIA PORTS OF CALL	P. E. FRIEDRICH	French str.	—	E. Prahm	1st May.	On 10th May.
HAVRE HAMBURG	NASGOGA	Ger. str.	k. w.	Jacob	1st May.	On 15th May.
HAVRE HAMBURG	SEBRIA	Ger. str.	k. w.	Madson	1st May.	On 19th May.
HAVRE HAMBURG	SLAVONIA	Ger. str.	k. w.	Schoenfeldt	1st May.	On 23rd May.
HAVRE HAMBURG	NEGOVIA	Ger. str.	k. w.	Jaburg	1st May.	On 27th June.
HAVRE HAMBURG	SEEGAMMIA	Ger. str.	k. w.	von Hoff	1st May.	On 2nd May.
HAVRE HAMBURG	C. F. FERD. LAEISZ	Ger. str.	k. w.	Melchior	1st May.	On 26th inst.
HAVRE HAMBURG	BRISGAVIA	Ger. str.	k. w.	Sander, Wieland & Co.	1st May.	On 27th inst.
TRISTE, &c. VIA SINGAPORE, &c.	TRISTE	Aus. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
LAERTES	LAERTES	Brit. str.	1 m.	BUTTERFIELD & SWINE	20th May.	On 24th June.
DEUGALION	DEUGALION	Brit. str.	1 m.	BUTTERFIELD & SWINE	20th May.	On 24th June.
HUDSON	HUDSON	Brit. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
ATHOLL	ATHOLL	Brit. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
SAGAMI	SAGAMI	Ger. str.	k. w.	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	TANTAR	Brit. str.	1 m.	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	EMPEROR OF JAPAN	Brit. str.	2 m.	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	THREMONT	Am. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	NINGCHOW	Brit. str.	1 m.	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	NUMANTIA	Brit. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	PRINZ WILHELM	Brit. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	EMPIRE	Brit. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	SOCOTRA	Brit. str.	1 m.	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	TRIMONT	Dut. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	TAJMAH	Ger. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	CHARA JESSEN	Ans. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	MARIE VALEIRE	Ger. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	ROON	Brit. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	MALTA	Brit. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	PROTEUS	Brit. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
NEW YORK VIA SUEZ	B. BJORNSON	Brit. str.	2 h.	BUTTERFIELD & SWINE	20th May.	On 24th June.
SWATOW	HAICHING	Brit. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
SWATOW, VIA SUEZ	ESANG	Brit. str.	1 m.	BUTTERFIELD & SWINE	20th May.	On 24th June.
MANILA	TAMING	Brit. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
MANILA	YUENSANG	Brit. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
MANILA	ZAFIRO	Brit. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
ILIOLO	RUBI	Brit. str.	1 m.	BUTTERFIELD & SWINE	20th May.	On 24th June.
CEBU	SUNGKANG	Brit. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
KUDAT & SANDAKAN	SINGARA	Brit. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
SINGAPORE, PENANG & CALCUTTA	BORNEO	Ger. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	BUTTERFIELD & SWINE	20th May.	On 24th June.

For further Particulars apply to  
T. W. Garlick, 12, Queen's Building.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG,  
RANGOON, COLOMBO, BOMBAY,  
KARACHI, ADEN, SUEZ and PORT  
SAID.  
Taking cargo at through rates to the BRAZIL,  
SOUTH AFRICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE and  
AEGEAN PORTS.

THE Company's Steamship  
"TRIESTE"  
Captain Mistrovigo, will be despatched as above  
on MONDAY, the 1st May.  
For information as to Passage and Freight  
apply to  
SANDER, WIELER & CO.,  
Agents.  
Priests' Buildings,  
Hongkong, 1st April, 1905. [3]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

JAPAN-CHINA-AUSTRALIA LINE  
VIA NEW GUINEA.

STEAM FOR  
FRIEDRICH-WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPU, BRISBANE,  
SYDNEY AND MELBOURNE.  
On TUESDAY, the 2nd May, 1905, at Noon,  
the Steamship "PRINZ WILHELM" will  
leave this port, with Miss, Passengers and  
Cargo, will have splendid accommodation and  
carries a Doctor and a Stewardess.  
Line can be washed on board.

NORDDEUTSCHER LLOYD,  
For Further Particulars, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 8th April, 1905. [35]

OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"DIOME"	On 22nd April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 26th April.
GLASGOW and LIVERPOOL	"MOYUNE"	On 26th April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	On 6th May.
GLASGOW and LIVERPOOL	"MENELEAS"	On 16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 18th May.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd May.
GLASGOW and LIVERPOOL	"HYSON"	On 30th May.
GLASGOW and LIVERPOOL	"PRIAM"	On 31st May.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"KAIOSW"	On 25th April, Noon.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DARDANUS"	On 23rd May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.

Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"NINGCHOW"	On 21st May.

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 24th April, 1905.

[9.10]

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
ILLOO	"SUNGKLIANG"	On 25th April.
MANILA	"TAMING"	On 25th April.
KOBE	"TSINAN"	On 25th April.
CEBU	"SINGARA"	On 28th April.
TSINGTAO, CHEFOO and TIENTSIN	"KANSU"	On 27th April.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unravelled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 24th April, 1905.

[11]

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).		
R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 26th April.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons.	WEDNESDAY, 10th May.
R.M.S. "ATHENIAN"	3,882 Tons.	WEDNESDAY, 24th May.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons.	WEDNESDAY, 31st May.
R.M.S. "EMPEROR OF INDIA"	6,000 Tons.	WEDNESDAY, 21st June.
Hongkong to London, 1st Class		via St. Lawrence £60. via New York £62.
Intermediate on Steamers	240.	242.
and 1st Class Rail		

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALMATE OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediates" passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent.  
9, Queen's Street.

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## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELL"	Captain S. Callington.
S.S. "COUETFIELD"	Captain J. W. Martin.
S.S. "ORANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIKH"	Captain J. Bowley.
S.S. "INKULU"	Captain Dean.
S.S. "KATHERINE PARK"	Captain Corp.

For Freight, apply to

GIBR, LIVINGSTON & CO.,  
AGENTS.

Hongkong, 10th February, 1905.

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## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
OPERATING IN THE OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE

STEAMSHIP TONE CAPTAIN TO SAIL AT DAYLIGHT ON

"NUMANTIA" 4,370 Brechner April 27th, 1905.

"ARABIA" 4,483 Bahie May 11th, 1905.

"ARAGONIA" 5,198 Schmidt May 30th, 1905.

"NICOMEDIA" 4,370 Wagner June 26th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 17th April, 1905.

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INDO-CHINA STEAM NAVIGATION CO.  
LIMITED.

(PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION).

FOR SWATOW, CHEFOO and TIENTSIN ... "ESANG" ..... Tuesday, 25th April, 4 P.M.

FOR SINGAPORE, PENANG &amp; CALCUTTA "NAMSANG" ..... Wednesday, 26th April, 3 P.M.

+ SHANGHAI ..... "AMARA" ..... Thursday, 27th April, 4 P.M.

• MANILA ..... "YUENSANG" ..... Friday, 28th April, 4 P.M.

• These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.

Hongkong, 24th April, 1905.

## SHIPPING IN PORT.

## STEAMERS.

AMARA, British str., 1,568, C. J. Mattock, 19th April.—Wuhu 14th April, Rice.—Jardine, Matheson &amp; Co.

BIRDSONG, Norwegian str., 730, C. Olsen, 15th April.—Panmui, Amoy and Swatow.

BOOGSTAD, Norwegian steamer, 1,082, H. S. Gullicksen, 16th March.—Chinkiang 11th March, General—Order.

BORNEO, German str., 1,344, E. Muhs, 15th April.—Sandakan 10th April, General and Timber.—Molchors &amp; Co.

COMINGEX, British str., 2,157, Chas. E. Topp, 18th April.—Cardiff and Feb. Coal.—Order.

DOTT, Norwegian str., 629, J. Gjermoe, 19th April.—Sourabaya 8th April, Sugar.—China.

ERNA, German str., 963, Terpahn, 16th March, Germany 1st January, General—Order.

ESANG, British str., 1,124, S. J. Paye, 17th April.—Tientsin and Chao 10th April, General—Jardine, Matheson &amp; Co.

FLORIDA, Norwegian str., 2,236, H. P. Hansen, 15th April.—Sasebo 10th April.—Order.

FRITHJOF, Norwegian str., 891, H. A. Haakdseen, 29th April.—Tamsui via Amoy and Swatow 19th April, General—Oaska Shosa Kisha.

IRBAL, British str., 3,490, Robertson, 10th April.—Dulah 7th January, Balat—Gibb, Livingston &amp; Co.

ISLEWOOD, British str., 1,710, Cox, 18th April, Saigon 14th April, General—Dovey &amp; Co.

ITAHARA, German str., 2,200, Eckhorn, 4th April.—Chinkiang and Wuhu 3rd March, General—Siemens &amp; Co.

KWANTUNG, Chinese str., 1,530, Wm. H. Hunt, 17th April.—Shanghai 14th April, General—China.

LOTHIAN, British str., 3,711, J. C. Williamson, 12th April.—Port Natal 13th Jan.—Dowdy &amp; Co.

LYDIA, German str., 1,771, Girsthausen, 18th April.—Wuhu and Chinkiang 14th April, General—Siemens &amp; Co.

MADELINE RICKMARS, German str., 1,657, D. Reimers, 18th April.—Bangkok 12th April, Rice and Coal.—Butterfield &amp; Swire.

NANSANG, British str., 2,551, G. Payne, 15th April.—Calcutta 1st April, General—Jardine, Matheson &amp; Co.

PINNA, British str., 4,001, Chas. G. Scott, 19th April.—Singapore 12th April, General—Arbuthnott, Karberv &amp; Co.

QUEEN LOUISE, British str., 2,170, W. A. Hislop, 19th April.—Rangoon 6th April, Rice—Dowdell &amp; Co.

SAINT HELENA, British str., 2,707, McKie, 14th April.—Cardiff 8th Feb., Coal.—Order.

SILEIA, German str., 4,081, Eahl, 20th April, Shanghai 16th April, General—Hamburg-Amerika Line.

SINGORA, German str., 1,754, P. Hermeling, 11th April.—Bangkok 3rd April, Rice—Molchors &amp; Co.

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MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK,"

## POST OFFICE NOTICES.

## EASTER HOLIDAYS.

To-day, the 24th April, the Post Office will be open for one hour only, i.e. from 8 a.m. till 9 a.m.  
There will be one delivery and collection of letters as on Sundays.  
The Money Order Office will be entirely closed during the Holidays.

Mail for CANTON, SAMSHUI, WUCHOW and MACAO will be closed on week days at 7.30 every morning. On Sunday the mail for Macao will be closed at 8 a.m.  
Mail for NAMTAO, SANDBE, \*KONGMOON, \*KUMCHUK, \*SAMSHUI, \*WUCHOW and CANTON will be closed every weekday, at 2 p.m. On Sundays the mails will be closed at 9 a.m.  
\*No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR	PER	DATE.
Macao		Monday, 24th, 9.00 a.m.
Moji, Kobe, Yokohama, Victoria B.C., & Tacoma		Tuesday, 25th, 11.00 a.m.
Macao		2nd, 1.15 p.m.
Shanghai, Yokohama and Kobe		23rd, Noon.
Cuba		25th, 3.00 p.m.
Swatow, Chefoo and Tientsin		25th, 3.00 p.m.
Manila		25th, 3.00 p.m.
Tsingtao, Chiafoo and Tientsin		25th, 3.00 p.m.
Koko		25th, 3.00 p.m.
Kudat and Sandakan		25th, 3.00 p.m.
Singapore, Negeri Sembilan, Kuala Lumpur, Victoria and Vancouver (B.C.)		Wednesday, 26th, 8.00 a.m.
Singapore, Penang and Calcutta		Wednesday, 26th, 11.00 a.m.
Shanghai		Wednesday, 26th, 2.00 p.m.
Namang		Thursday, 27th, 3.00 p.m.
Amara		Friday, 28th.
Prated Matter and Samples		10.00 a.m.
Registration, 10.00 a.m.		Registration, with late fee of 10 cents, up to 10.30 a.m.
Letters		11.00 a.m.
Prated Matter and Samples		10.00 a.m.
Registration, 10.00 a.m.		Registration, with late fee of 10 cents, up to 10.45 a.m.
Letters		11.00 a.m.

TO-MORROW.  
Extraordinary General Meeting of Geo. Fenwick & Co., Ltd., 12.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

22nd April

ON LONDON.—		
Telegraphic Transfer	1/10	
Bank Bills, on demand	1/10	
Bank Bills, at 4 months' sight	1/10	
Credits, at 4 months' sight	1/10	
Documentary Bills, 4 months' sight	1/10	
ON PARIS.—		
Bank Bills, on demand	234	
Credits, at 4 months' sight	2372	
ON GERMANY.—		
On demand	191	
ON NEW YORK.—		
Bank Bills, on demand	451	
Credits, 60 days' sight	461	
ON HAMBURG.—		
Telegraphic Transfer	1394	
Bank, on demand	1394	
ON CALCUTTA.—		
Telegraphic Transfer	1394	
Bank, on demand	1394	
ON SHANGHAI.—		
Bank, at sight	72	
Private, 60 days' sight	724	
ON YOKOHAMA.—		
On demand	914	
ON MANILA.—		
Bank, on demand	914	
ON SINGAPORE.—		
On demand	6 p.m.	
ON BATAVIA.—		
On demand	1113	
ON HAIPHONG.—		
On demand	14 p.m.	
ON SAIGON.—		
On demand	1 p.m.	
ON BANGKOK.—		
On demand	62	
SOVEREIGN'S BANK'S BUYING RATE		
Gold Leaf, 100 fine, per tael	55.70	
JAR Silver, per oz.	26.50	

## OPIUM.

22nd April.

Quotations are— Allow no. to, to aatty.	
Males New	\$1150 to —
Males Old	\$1200 to —
Males Older	\$1260 to —
Males Old	\$1340 to —
Persian fine quality	\$1070 to —
Persian fine extra fine	\$1090 to —
Petas New	\$1180 to —
Petas Old	\$ to —
Petas New	\$1152 to —
Petas Old	\$ to —

## VESSELS EXPECTED.

THE GERMAN MAIL.  
The I.G.M. str. *Friedrich* left Shanghai on Saturday at 1 p.m., and may be expected here to-day at 5 p.m.

The I.G.M. str. *Roon* left Singapore on Friday at noon, and may be expected here to-morrow, p.m.

The N.D.L. Australian str. *Prinz Sigismund* left Sydney on Saturday, April 13th at 4 p.m., and may be expected here on Monday, the 18th May.

THE AMERICAN MAIL.  
The P.M. str. *China* left Nagasaki for Manila on Friday, the 21st April at 10 a.m., and is due there on Tuesday, the 25th April at daylight.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver on Monday, the 10th April, p.m., for Hongkong via the usual ports of call.

MECHANIC STEAMERS.

The O.S.S. & C.M. str. *Kaisers* left Shanghai on the 2nd April at daylight, and may be expected here to-day at daylight.

The 8th str. *Two Mares* left Manila on the 22nd April at 10 a.m., and is due here to-day at 3 p.m.

The P. & O. str. *Banca* left Singapore for this port on the 18th April at 8 a.m.

The H.A.L. str. *Semperi* from Hamburg, left Singapore for this port on the 24th April, p.m., and may be expected here on the 24th April.

The str. *Lighthorn*, from Calcutta, left Singapore for this port on the 19th April, p.m., and may be expected here on the 24th April.

The A.A. steamer *Clarendon* left New York on the 23rd Feb., and is due here on the 25th April.

The O.S.S. & C.M. str. *Tydeus* left Kobe for Moji and Hongkong on the 16th April, and is due here on the 26th April.

The P. & O. str. *Scotia* left Singapore for this port on the 21st April at 5 p.m.

The Indo-China str. *Suisang* left Calcutta for this port via the Straits on the 15th April, and may be expected here on the 2nd May.

The Boston Tow Boat Co.'s str. *Lyon* arrived at Yokohama on the 5th April.

The P. & A. str. *Arabia* sailed from Portland on the 1st April, and is due here on the 3rd May.

The str. *Dugdale* left New York on the 20th March, and is due here on the 29th May.

REPARTED.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday, excepted to receive and deliver perishable goods.

## W.M. PARLANE, Manager.

Hongkong, 18th November, 1901.

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AUTOMATIC MATCHUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMENS & CO.

Hongkong, 3rd October, 1900.

15

## OLD COACHING DAYS.

## SOLE AGENTS:

LANE, CRAWFORD & CO.

Hongkong, 6th April, 1905.

15

Enriched 20 per cent.

with Cream.

A Perfect Substitute for Fresh Milk.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons, Captain H. D. Jones.

S.S. "POWAN" 2,338 tons, Captain R. D. Thomas.

S.S. "FATSHAN" 2,250 tons, Captain W. A. Valentine.

S.S. "HANKOW" 3,073 tons, Captain C. V. Lloyd.

S.S. "KINSHAN" 1,995 tons, Captain J. J. Lessouin.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,908 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on weekdays about 2 p.m. (See Special Summer Time-table).

Departures from Macao to Hongkong daily at 8 a.m.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 568 tons, Captain J. Wilcox.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

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## KOWLOON HOTEL.

KOWLOON.

DELIGHTFUL SITUATION. UNEXCELED RESORT FOR TRAVELLERS AND RESIDENTS. BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 626

SHELL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

## STEAMSHIP "DUMBEA."

COMPAGNIE DES MESSAGERIES MARITIMES.